

REUTERS' TELEGRAMS.

(Supplied to the 'CHINA MAIL'.)
LONDON, August 20.
COLLISION IN THE CHANNEL.
The torpedo boat destroyer *Thresher* and the cruiser *Phaeton* collided in the Channel, in heavy weather. The *Thresher* was badly damaged.

THE ASSASSINATION OF SIGNOR CANOVAS.
The murderer of Signor Canovas has been executed.

THE UNITED STATES AND JAPAN.
Senator Sherman's reply to the latest Japanese note is markedly friendly, and repeats the assurance that Japan's rights will be safeguarded.

THE GREEK WAR INDEMNITY.
The Ottoman Bank has offered to advance a million for the payment of the first instalment of the war indemnity.

ELECTRIC MOTORS IN LONDON.
Electric cars have started in London.

THE NEW SPANISH PREMIER.
Madrid, August 18.

The acting Prime Minister General Azcaraga has left for San Sebastian, taking with him the resignation of all the Ministers forming the present Cabinet.

It is believed Her Majesty will charge the General to form a new Ministry.

[We are indebted to Señor don José de Navarro, Spanish Consul, for a copy of a telegram announcing that General Azcaraga has been nominated President of the Council of Ministers with the same Cabinet.—En, G.M.]

ANOTHER ANARCHIST OUTRAGE.
An anarchist has thrown a bomb at the President of the French Republic, who escaped unhurt; one of his escort was wounded.

PRESIDENT FAURE'S VISIT TO RUSSIA.
Paris, August 16.
Great preparations, official and private, are being made at St. Petersburg for the reception of M. Faure.

Paris, August 17.
The session of the General Council opened with marked quietness. The president of the different sections have expressed their satisfaction at the approaching visit to Russia of M. Faure.

THE RECENT DUEL.
Prince Henri of Orleans is now out of danger.

PRESIDENT FAURE IN RUSSIA.
PROGRAMME OF FESTIVITIES.

The following is the programme arranged for the French President's visit to Russia:—On the 23rd August, he will arrive at Cronstadt, travelling on board the warship *Dupuy-de-Lôme*, escorted by a small French squadron. Emperor Nicholas, in his Admiral's uniform, will receive the President, and both will then review the Baltic squadron assembled in the roadstead. A special train will then convey the Emperor and his guest to Petrohof, and they will lodge in the restored left wing of the Grand Palace.

A gala dinner will be given the same night. On the 24th, an official reception will be held, and the party will then visit St. Petersburg. Dejeuner will be served in the Winter Palace, and then a return will be made to Petrohof for dinner. A gala performance will be given in the evening.

On the 25th, the President will be entertained at dejeuner by the French Colony in St. Petersburg, and will visit the monuments of St. Petersburg.

A reception will be given by the Municipality of St. Petersburg, and second dejeuner by the French Ambassador. The party will return to Petrohof for dinner, after which there will be a State ball.

On the 26th, there will be a grand review at Krasnoe-Selo, followed by a military dejeuner. A farewell dinner will be given the same evening at Petrohof, and then the President will leave for Cherbourg. The Emperor will accompany the President to the *Dupuy-de-Lôme*.

CABLE CHESS MATCH.
The following are the present positions in the Match between Singapore and Hongkong:

GAME 1.—RUY LOPEZ.
White (Singapore). Black (Hongkong).
1 P-K4 P-K4
2 Kt-KB3 Kt-KB3
3 B-K5 P-Q3
4 P-Q4 P-P
5 Kt-K5 Kt-K5
6 Kt-QB3 Kt-QB3
7 B-B4 B-K2
8 Kt-B3 Castles
9 Castles P-Q3
10 P-Q3 P-K4
11 P-K4 Kt-K5
12 B-K2 Kt-K5
13 P-Q4 Kt-K5
14 P-Q4 Kt-K5
15 P-K4 Kt-K5
16 Kt-Q3 Kt-K5
17 P-Q3 Kt-K5
18 Kt-B3 Kt-K5
19 P-K4 Kt-K5
20 B-Kt ch Kt-K5
21 Q-Kt Q-Kt6

GAME 2.—CROCO FLANG.
White (Hongkong). Black (Singapore).
1 P-K4 P-K4
2 Kt-KB3 Kt-KB3
3 B-B4 B-K2
4 P-Q4 P-P
5 Kt-K5 Kt-K5
6 Kt-QB3 Kt-QB3
7 B-B4 B-K2
8 Kt-B3 Castles
9 Castles P-Q3
10 P-Q3 P-K4
11 P-K4 Kt-K5
12 B-K2 Kt-K5
13 P-Q4 Kt-K5
14 P-Q4 Kt-K5
15 P-K4 Kt-K5
16 Kt-Q3 Kt-K5
17 P-Q3 Kt-K5
18 Kt-B3 Kt-K5
19 P-K4 Kt-K5
20 B-Kt ch Kt-K5
21 Q-Kt Q-Kt6

HONGKONG AND WHAMPOA DOCK CO., LTD.

The ordinary half-yearly meeting of the shareholders of the Hongkong and Whampoa Dock Co., Ltd., was held to-day at the offices of the Company. Mr. S. C. Michaelson, President. The others present were: Messrs J. E. Lewis, J. S. Shaw, J. S. Van Buren, Hon. J. J. Bell Irving (Director), Messrs D. Gillies (Chief Manager), T. I. Rose (Secretary), C. S. Sharp, H. Wicking, Geo. Murray Bain, W. Faritt, F. Henderson, E. S. Wheeler, G. C. Cox, F. Dowdell, H. Mitchell, J. R. Michael, H. M. S. Esmail, D. H. Michael.

The Chairman said:—Gentlemen, the report and accounts having been in your hands for some time, I propose, with your permission, to follow the usual course and take them as read. Your Directors are glad to meet you once more with a result that, although not as brilliant as those of the last two or three half-years, will nevertheless be considered a very satisfactory one. Our net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to £421,050.50 and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12% absorbing £187,500, and to recommend a bonus of £243,000, to be distributed in the form of a cash dividend of £18,650.67 to be written off from the value of our Kowloon and Cosmopolitan establishments and our launches, to place another lac to the credit of reserve fund, thus augmenting the latter to £700,000, and to carry forward the balance of £243,000 to new account.

I trust that all of you will approve of this distribution, which I think recommends itself in every respect. As regards the amount written off you will notice that the same is not as large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off fair amounts and thus further strengthen our position, but on the other hand it is not absolutely necessary to write off such large amounts each time, as our establishments are already down in our books to such a low level. To this I also referred in my last speech when I mentioned that the total book value amounted to about £1,425,000. To-day the latter, including the additions since 31st December, 1896, and after deducting the £18,650.67 to be written off as proposed, is £1,550,000, and I can only repeat that this must be considered an exceedingly low amount for such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money as originally spent and that our machines, tools, and plant are of a very high standard, and that our position is not at all such as to require us to write off large amounts each time, as our establishments are already down in our books to such a low level.

I must draw your attention to the fact that we have actually written off not only the £18,650, but altogether £39,000, inasmuch as we have debited the whole cost of the reconstruction of the No. 1 Slip so far expended to Revenue Account, thus improving that portion of our established fund without writing up its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months ending June 30th, 1897, were £1,425,000, and the net profit was £421,050.50, but you must take into consideration the class of work that has passed through our hands. We had again a lack of large vessels with extensive repairs, and few of them required more than docking, painting, and a few minor overhauls to engines and boilers, so that the greater part of our returns was derived from the ordinary business. This class of work of course pays fairly well, but only so long as we get enough of it. The first four months of the half year made very good average, but May and June were comparatively poor. Such periods of dullness were absent during the previous two or three half-years, but they will always occur from time to time in a business like ours. Perhaps a certain number of vessels which used to dock here have been sent to other ports, and no doubt others have been compelled by the low state of the freight market to reduce their expenses with regard to docking to the lowest limit. The Company's tariff for docking, labour and material is practically the same now as it was 30 years ago, when the dollar was worth so much more than it is now, and as European labour and cost of material have increased very largely and forms an important item in all repairs you can well understand that to earn the same profit a greater volume of work must be got through. Of late years a very large expansion has taken place in the dimensions of steamships trading to the East, indeed I may safely state that they have not at least twice the carrying capacity they had ten years ago, so that in consequence of having a much higher class of ships to deal with it necessarily follows that a greater demand is being made for larger docks, work-shops and machines. It therefore gives me pleasure to inform you that steps have already been taken to carry out some of the improvements that will be required to meet the wants of our constituents. Our business has been growing considerably from year to year, and in order to make provision for the increase in the dimensions of work your Directors have entered into negotiations with the Government for a further extension of about 375 feet with at Hongkong Marine Lot No. 1, the acquisition of which will give ample scope for the further enlargement of the works, but the work of this kind will not be required for immediate use. Our Articles of Association, in their present form require that any purchase of land must be sanctioned by the shareholders, so to meet this requirement I shall later on submit to you a resolution empowering your Directors to buy the property in question. This land acquired in Singapore last year is now being levelled down, and as soon as the hill has been removed a new Blacksmith Shop and a Forge, with all the most modern improvements, will be erected. The facilities of this department have long been felt to be quite inadequate to meet the demands made on us, because our present appliances are not competent to take the heavy class of forgings frequently wanted for some of the larger steamers. Since our last meeting the fresh proposals then referred to for the construction of the new Admiralty Dock have been revised by the Commander in Chief on this station, Sir Alexander Bulteel, who has manifested them to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

In the meantime you will be referred to the authorities at home, but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Local Communities of Hongkong.

is also giving much satisfaction, the work being done much better, in shorter time and at less cost. In former years we have always had a great deal of night work in the Sawmill and Joiner shop, and as the light used by the workmen was an open candle, which is not only a bad light but also constitutes a very great danger from fire, more especially in the inflammable nature of the shavings and timber taken into consideration, to reduce this to a minimum the Directors have introduced into these departments an electric installation which gives a much superior light at a cost but little exceeding that of candles. Turning to the item on your balance sheet 'Cost of material on hand' you will find the same standing at \$347,109.10, which is about \$125,000 more than it was six months ago. The larger amount is explained by further additions to the stock that were needed, and though compelled by the wants of our business to keep a heavy stock on hand, it might sometimes not be so agreeable to be in such a position, as a stock like ours absorbs a good deal of interest, but on this particular occasion you will agree with me that there is only room for congratulation inasmuch as the greater portion of our stock consists of material imported from Gold countries for which the exchange had previously been settled at higher, and partly at much higher rates than the present one. I should not like to commit myself to figures, but you are surely all aware that the difference must be a pretty large one. As I mentioned before, our tariff has not been altered so far, but if exchange remains at present rates we might be compelled to do so ere long. The difference alluded to is of course not profit but only a saving to us, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures. This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

This rate of interest we are a pretty goodly amount, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvement and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Hongkong and Whampoa Dock Company on 6 per cent. Mortgage Debentures.

exchange. In conclusion, I feel only too happy to say that the shareholders will heartily concur in the services of our Chief Manager and staff generally. (Applause.) We must all feel our interests have been indeed well served by them. (Applause.) I beg to second the adoption of the report and accounts. Carried unanimously.

The Chairman—Referring to my remarks just made, I have no pleasure in proposing the following resolution:—That this Company do accept the terms for purchasing a further Extension to Hong Kong Marine Lot No. 1, contained in the letter of the Honourable the Colonial Secretary to Mr. Gillies, dated 31st July 1897, No. 1297.

Mr. Lewis—I beg to second. Carried unanimously.

The Chairman—That is all the business of the meeting. Dividend warrants will be ready to-morrow. I thank you, gentlemen, for your attendance.

THE LEGISLATIVE COUNCIL.
The Legislative Council met this afternoon. There were present—H. E. Major-General Wilson Black, C.B.; Hon. J. H. Stewart Lockhart, Colonial Secretary; Hon. W. M. Goodman, Attorney General; Hon. T. S. S. Smith, Colonial Treasurer; Hon. W. Chatham, Acting Director of Public Works; Hon. P. H. May, C.M.G., Captain Superintendent of Police; Hon. C. P. Chater, C.M.G.; Hon. K. T. Whitehead, J. J. Bell Irving, E. R. Bell, C.M.G., and Wei Yuk; and Mr. J. G. T. Buckle, Clerk of Councils.

The Colonial Secretary laid upon the table a number of papers.

The Colonial Secretary laid upon the table the Report of the Finance Committee (No. 4), and moved its adoption.

Mr. S. C. Michaelson seconded. Carried.

QUESTIONS BY MR. T. H. WHITEHEAD.
In accordance with notice given at last meeting of Council, Mr. T. H. Whitehead asked the following questions:

1.—With reference to the Report of the Retrenchment Commission will the Government lay upon the table a copy of the despatches and instructions received from the Secretary of State for the Colonies in relation thereto, and in connection with applications in respect of salaries similar to that of the Colonial Secretary?

The Colonial Secretary—The despatches have been in the hands of the Committee appointed to inquire into applications for certain increases of salary, and has only just been returned; it will be printed and laid upon the table.

2.—Will the Government lay upon the table a Return showing all standing payments made in England and laid out in the Colony on a Gold basis with the equivalent Dollar amounts disbursed by the Treasury in respect thereof, such Return to commence with 1890 and to include the estimated payments for 1897 and 1898?

The Colonial Secretary—I beg to lay upon the table the return asked for.

3.—What steps does the Government now propose to take with a view to the speedy disposal of the Crown Land available at Taipei-shan, and what were the causes of the failure of the Government to obtain a bid for any lot at the recent sale by public auction?

The Colonial Secretary—The Government propose to adopt the same course and to wait for applications to sell the land by auction. With regard to the latter part of the question, I regret it is not possible to state to what causes the failure alluded to by the Hon. Member was due.

4.—Will the Government lay upon the table a detailed statement or account of the Loan of £200,000 raised in 1887, showing receipts and disbursements in dollars and cents and all payments in connection with or in respect of the principal, interest, and sinking fund, with the dates and the rates of Exchange at which each item was converted from sterling into dollars or vice versa; in short, a detailed account showing how much interest per cent per annum the ratepayers have paid for the loan in question, and a similar account to date in respect of the last loan £200,000 floated in 1894, showing in addition, what amount thereof is still available, if any, how and in what way the monies have been expended, and what are the suitable assets in respect of the said loan, and the statement to show in what securities the sinking fund has been invested, the cost thereof in sterling and in dollars, and the present market value of the securities.

The Colonial Secretary—In reply, I beg to lay upon the table the statement asked for by the Hon. Member.

Will the Government lay upon the table the Report of the Medical Officer of Health to the Council?

(1) Upon all cases of Typhoid fever which have occurred in the Colony during the last 12 months, and

(2) As to whether or not he has instituted any enquiry into the history of these cases, and the causes which have led to the recent greater prevalence of this disease in the Colony, and with what results?

The Colonial Secretary—The report on the cases which occurred in 1896 of the disease termed by the Medical Officer of Health 'enteric fever' is contained in the annual report of that officer in the Government Gazette of the 14th inst. I now lay upon the table another report by the Medical Officer of Health on the cases of the same disease which have occurred this year. Inquiry into the history of the cases has been made, and the results of such inquiry are embodied in the report of the Medical Officer of Health.

SUPERVISOR OF OPTIC DIVISION.
The Hon. General moved the first reading of an Ordinance to amend the Public Health Ordinance, 1891.

He explained that no anxiety need be entertained regarding the effect of this measure upon the present Optic Farm. It was not intended to affect the present farm. The reasons attached to the Bill are as follows:—

It has been deemed desirable that, in the extinction of the present Optic Farm, in 1898, Optic Smokers' Drones should be brought more under the direct control of the Government, and with this object the Ordinance requires every person who operates or services in any place, place, or premises, shall be subject to the supervision of the Colonial Secretary, on which license, suitable conditions will be endorsed.

The Secretary of State, besides having approved of this requirement, has directed that persons other than such as are now employed in the said place, place, or premises, shall be subject to the supervision of the Colonial Secretary, on which license, suitable conditions will be endorsed.

The Secretary of State, besides having approved of this requirement, has directed that persons other than such as are now employed in the said place, place, or premises, shall be subject to the supervision of the Colonial Secretary, on which license, suitable conditions will be endorsed.

forbidden, as is provided in the Ordinances in force in the Straits Settlements. Section 6, which deals with offences, accordingly assimilates the law of Hongkong to that of the Straits Settlements. Section 7 provides for the taking of Regulations and their enforcement.

The Ordinance is not to come into force till 1st March, 1898, and will not therefore affect the present Farm.

The Colonial Secretary seconded the first reading, which was agreed to.

WIDOWS' AND ORPHANS' PENSIONS.
The Colonial Treasurer moved the first reading of an Ordinance to amend the Widows' and Orphans' Pensions (Amendment) Ordinance, No. 28 of 1896.

The following reasons were attached to the Bill, which was read a first time in Ordinance 30 of 1896 found to be inadequate and was amended by section 1 of Ordinance 28 of 1896. The amended definition made 'house allowance' a part of an officer's salary, but did not include in the term 'salary' the estimated value of free quarters. House allowance was defined as an officer who received an allowance for house rent contributed to the Widows' and Orphans' Pension Fund a percentage on such allowance, whereas an officer occupying free quarters paid no contribution in respect of the estimated value of such free quarters. To remove this anomaly and to bring the definition of 'salary' in the Widows' and Orphans' Pension Ordinance into line with the definition of 'salary' given in No. 11 of the Pension Rules published in Government Notification No. 402 of 1896, this Ordinance was required.

The Council read a first time a Bill for the naturalization of Ho Mai Siu dia Ho Lin Shing, a native of Malacca, carrying on business as master of the I Wo ship at 89 Hollywood Road.

His Excellency adjourned the Council till Thursday next, the 25th inst.

FINANCE COMMITTEE.
Immediately after the meeting of Council the Finance Committee met under the presidency of the Colonial Secretary.

The Governor recommended the Council to vote a sum of \$103,000 to meet the following expenses during the current year:—

Public Works Annually Recurrent Expenses.

Repairs to Buildings, \$12,000
Maintenance of Telegraphs, 1,000
Public Works Extraordinary:
Water and Drainage Works, 42,000
Miscellaneous, 40,000

NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.
STEAMSHIP VICTORIA,
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG
and KOWLOON WHARF and Godown Com-
pany's Godowns at Kowloon, where each con-
signment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

DODWELL, CARROLL & Co.,
Agents.
Hongkong, August 21, 1897. 1670

NOTICE TO CONSIGNEES.

**THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER KOHILLA.**
FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG
and KOWLOON WHARF and Godown Com-
pany's Godowns at Kowloon, where each con-
signment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, ex s.s. Himalaya,
From Australia, ex s.s. Simla. From
French India, ex s.s. Simla.
Optional Goods will be landed here unless
instructions are given to the contrary before
6 p.m. To-day.

Goods not cleared by the 26th Instant,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
All Damaged Packages must be left in
the Godowns and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, August 20, 1897. 1665

NOTICE TO CONSIGNEES.

**THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER JAPAN.**
FROM LONDON, PORT SAID,
COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG
and KOWLOON WHARF and Godown Com-
pany's Godowns at Kowloon, where each con-
signment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From Antwerp, ex s.s. Candia.
From Italy, ex s.s. Sully. From Colombo,
ex s.s. Hindia. From Madras, ex s.s.
Ludlow.
Optional Goods will be landed here unless
instructions are given to the contrary before
4 p.m. To-day.

Goods not cleared by the 26th August,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
All Damaged Packages must be left in
the Godowns and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, August 20, 1897. 1656

NOTICE TO CONSIGNEES.

**THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER CANDIA.**
FROM ANTWERP, LONDON, BOM-
BAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG
and KOWLOON WHARF and Godown Com-
pany's Godowns at Kowloon, where each con-
signment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 p.m. To-day.
Goods not cleared by the 23rd Instant, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
All Damaged Packages must be left in
the Godowns and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, August 17, 1897. 1655

Shipping.

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**
FOR SWATOW, AMOY AND
TAIWANFOO.

The Co.'s Steamship
Thales, Captain Doreau, will be
despatched for the above
Ports TO-MORROW, the 24th Instant, at
Noon.

For Freight or Passage, apply to
**DOUGLAS LARRAIK & Co.,
General Managers.**
Hongkong, August 23, 1897. 1671

OCEAN STEAMSHIP COMPANY.
FOR NAGASAKI, KOBE AND
YOKOHAMA.

The Co.'s Steamship
Yamato, Captain Nishii, will be
despatched for the above
Ports TO-MORROW, the 24th Instant.

For Freight, apply to
**BUTTERFIELD & SWIRE,
Agents.**
Hongkong, August 20, 1897. 1661

FOR SHANGHAI.
The Steamship
Longwood, Captain Schuch, will be
despatched for the above
Port on WEDNESDAY, the 25th Instant,
in the Morning.

For Freight or Passage, apply to
**SIEMSEN & Co.,
Agents.**
Hongkong, August 21, 1897. 1677

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.

The Co.'s Steamship
Despatch, Captain H. B. Jones, will be
despatched for the above
Ports on WEDNESDAY, the 25th Instant, at 3 p.m.

For Freight or Passage, apply to
**BUTTERFIELD & SWIRE,
Agents.**
Hongkong, August 12, 1897. 1602

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR KOBE (DIRECT).

The Co.'s Steamship
Tayuan, Captain N. Jones, will be
despatched for the above
Port on WEDNESDAY, the 25th Instant.

For Freight or Passage, apply to
**BUTTERFIELD & SWIRE,
Agents.**
Hongkong, August 21, 1897. 1668

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.
(Passing through the INLAND SEA).

The Co.'s Steamship
Hohenzollern, Capt. H. Dreesen, will
leave for the above Ports
on or about THURSDAY, the 26th Inst.

For further Particulars, apply to
**MELOERS & Co.,
Agents.**
Hongkong, August 21, 1897. 1672

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO SHANGHAI.
The Co.'s Steamship
Prinz Heinrich, Captain Curran, due
here with the outward
German Mail about the 25th Instant, will
leave for the above Place about 24 hours
after arrival.

For further Particulars, apply to
**MELOERS & Co.,
Agents.**
Hongkong, August 21, 1897. 1673

**EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

The Steamship
Africa, Captain Evans, will be
despatched for the above
Ports on FRIDAY, the 27th Instant, at
Daylight.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout
the voyage.

This Steamer is installed throughout with
the Electric Light.
A fully qualified Surgeon is carried.
Y.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are avail-
able for return by the Steamers of the
China Navigation Company, and vice
versa.

For Freight or Passage, apply to
**GIBB, LIVINGSTON & Co.,
Agents.**
Hongkong, August 11, 1897. 1694

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.
The Co.'s Steamship
Idzumi Maru, Captain R. Nishino, will
be despatched for the above
Ports on FRIDAY, the 27th Instant, at
4 p.m.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, August 20, 1897. 1693

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship
Prometheus, Captain Dar, will be
despatched for the above
Port on SATURDAY, the 28th August.

For Freight, apply to
**BUTTERFIELD & SWIRE,
Agents.**
Hongkong, August 19, 1897. 1691

Shipping.

Steamers.

FOR YOKOHAMA AND KOBE.
The Steamship
Erato, Cap. sin OVERMANN, will
be despatched for the
above Ports TO-MORROW, the 24th Inst.,
at Daylight.

For Freight, apply to
**SIEMSEN & Co.,
Agents.**
Hongkong, August 23, 1897. 1653

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR MANILA.

The Co.'s Steamship
Jungshang, Captain Doreau, will be
despatched for the above
Port on TUESDAY, the 24th Instant.

For Freight or Passage, apply to
**BUTTERFIELD & SWIRE,
Agents.**
Hongkong, August 21, 1897. 1669

NOTICE TO SHIPPERS.
FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Frey, will be despatched for the
above Port about 29th August,
a.c.

For Freight, apply to
**MELOERS & Co.,
Agents.**
Hongkong, August 10, 1897. 1440

'SHELL' LINE OF STEAMERS.
FOR MARSEILLES AND LONDON.

The Co.'s Steamship
Neris, Captain DANIEL, will be
despatched for the above
Ports on THURSDAY, the 26th August.

For Freight, apply to
**ARNHOLD, KAREBERG & Co.,
Agents.**
Hongkong, August 12, 1897. 1605

NIPPON YUSEN KAISHA.
HONGKONG-VLADIVOSTOK LINE.
MONTHLY SERVICE.

FOR VLADIVOSTOK,
VIA SHANGHAI, CHEFOO, CHEMUL-
PO, NAGASAKI, FUSAN AND
GENSAN.

The Co.'s Steamship
Higo Maru, Captain H. WALTER, will
be despatched for the above
Ports on FRIDAY, the 27th Instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, August 17, 1897. 1637

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE.

(Under Mail Contract.)
FOR SINGAPORE, COLOMBO AND
BOMBAY.

The Co.'s Steamship
Hiroshima Maru, Captain N. ONO, will
be despatched for the
above Ports on TUESDAY, the 31st Inst.,
at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, August 20, 1897. 1664

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Lemna, will be despatched for the
above Ports on or about
the 31st August, 1897.

S.S. Padman, to sail about 10th Sept., 1897.
S.S. Braemar, to sail about 24th Sept.,
1897.

S.S. Mogul, to sail about 9th Oct., 1897.
For Freight or Passage, apply to
**DODWELL, CARROLL & Co.,
Agents.**
Hongkong, August 20, 1897. 1649

**THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.**

FOR LONDON VIA STRAITS, AND
USUAL PORTS OF CALL.

(Taking Cargo at through rates for LIVER-
POOL, GLASGOW, CONTINENTAL
PORTS, RIVER PLATE, &c.)

The Co.'s Steamship
Myra, Captain C. H. KEMP, will be
despatched for the above
Port on or about the 8th September.

For Freight, etc., apply to
**HOLLIDAY, WISE & Co.,
Agents.**
Hongkong, August 20, 1897. 1630

NOTICE TO SHIPPERS.
FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Moreen, will be despatched for the
above Port, about 15th Sept.,
a.c.

For Freight, apply to
**MELOERS & Co.,
Agents.**
Hongkong, August 16, 1897. 1633

Sailing Vessels.
FOR NEW YORK.

The 100 A.T. American Ship
Lander, Captain SPAN, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
**SIEMSEN & Co.,
Agents.**
Hongkong, July 5, 1897. 1527

FOR SAN FRANCISCO.
The 100 A.T. British barque
Humbly, Captain MCKENZIE, Master, will
load here for the above Port, and will
have quick despatch.

For Freight, apply to
**SHAW, WATSON & Co.,
Agents.**
Hongkong, July 14, 1897. 1414

Mails.

U. S. Mail Line.

**PACIFIC MAIL STEAMSHIP
COMPANY.**
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Yokohama, Kobe, and
Shanghai) to San Francisco, Sept. 24, at noon.
Inland Sea, Yokohama & Kobe, to
San Francisco, Sept. 24, at noon.

China (via Shanghai, Kobe, and
Yokohama) to San Francisco, Sept. 24, at noon.
Inland Sea, Yokohama & Kobe, to
San Francisco, Sept. 24, at noon.

Peru (via Shanghai, Kobe, and
Yokohama) to San Francisco, Sept. 24, at noon.
Inland Sea, Yokohama & Kobe, to
San Francisco, Sept. 24, at noon.

THE U.S. Mail Steamship CITY OF
PEKING will be despatched for
SAN FRANCISCO, via YOKOHAMA, SHANG-
HAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU,
TO-MORROW, the 24th August, at Noon,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on applica-
tion.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
AND RIO GRANDE, and the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND TRIP in the United States have
the choice of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER AND RIO GRANDE, and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Pacific Coast Ports, to Havre, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
despatched to ports beyond San Francisco
in the United States, should be sent to the
Company's Office, 80 Queen's Road, Cen-
tral, Hongkong, addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, August 23, 1897. 1505

**Occidental & Oriental Steam-
Ship Company.**
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Kobe, and
Yokohama) to San Francisco, Sept. 2, at noon.
Inland Sea, Yokohama & Kobe, to
San Francisco, Sept. 2, at noon.

Belgia (via Shanghai, Kobe, and
Yokohama) to San Francisco, Sept. 2, at noon.
Inland Sea, Yokohama & Kobe, to
San Francisco, Sept. 2, at noon.

Coptic (via Shanghai, Kobe, and
Yokohama) to San Francisco, Sept. 2, at noon.
Inland Sea, Yokohama & Kobe, to
San Francisco, Sept. 2, at noon.

THE Steamship DORIC will be
despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 2nd Septem-
ber, at Noon.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained on application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
specting at San Francisco for China, or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full; all parcels will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices of Goods for United
States Ports should be in duplicate, and
one copy sent to the Company's Office, 80
Queen's Road, Central, Hongkong, addressed
to the Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to
**J. S. VAN BUREN,
Agent.**
Hongkong, August 14, 1897. 1504

Mails.

**STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.**
Through Bills of Lading issued for DATA,
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship KAISAR-I-HIND,
Captain S. BARNHAM, carrying Her
Majesty's Mails, will be despatched from
this for BOMBAY, &c., on THURSDAY,
the 26th August, at Noon, taking Passengers
and Cargo for the above Ports.

This Steamer connects at Bombay with
the Steamship INDIA, leaving that Port
on the 18th September, for LONDON
direct.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
**H. A. RITCHIE,
Superintendent.**
Hongkong, August 13, 1897. 1617

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, DIBOUTI,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE AND BORDEAUX;
also
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 1st September,
at Noon, the Company's Steam-
ship SAZAZIE, Captain J. P. VAN
MALLE, will leave this Port for MAR-
SEILLES via Ports of Call, without Trans-
shipment.

Cargo and Specials will be registered for
London as well as for Marseilles, and ac-
cepted in the Company's Warehouse for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specials and Parcels until 3 p.m. on
the 1st August. (Parcels are not to be
sent on board; they must be left at the
Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
**G. DE CHAMPEAUX,
Agent.**
Hongkong, August 19, 1897. 1654

**NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.**

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
line to the PACIFIC COAST and to the In-
terior and Eastern Cities of the United
States and Canada and to Europe.

HONGKONG TO LONDON, \$47.
Excellent accommodation. First class
Table, Doctor and Stewardess carried.
HONGKONG TO NEW YORK, \$11.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the ROCKY and CASCADE Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINES.

HONGKONG TO TACOMA, \$28.
Rates of Passage to other Ports on ap-
plication.

Special rates allowed to members of Go-
vernment Services.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
Victoria..... 3.15 Tuesday..... Sept. 14.
Gympie..... 4.00 Tuesday..... Sept. 21.
Columbia..... 2.00 Tuesday..... Oct. 19.
Tacoma..... 2.50 Tuesday..... Nov. 9.
Victoria..... 3.15 Tuesday..... Nov. 30.
Gympie..... 2.00 Tuesday..... Dec. 21.

THE Steamship VICTORIA, Captain J.
PASTON, R.N.R., sailing at Noon
on TUESDAY, the 7th September, will pro-
ceed to VICTORIA, (B.C.), and TACOMA
(Wash.), via SHANGHAI, KOBE and
YOKOHAMA.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United
States Ports should be in duplicate, and
one copy sent to the Company's Office, 80
Queen's Road, Central, Hongkong, addressed
to the Collector of Customs at San Francisco.

